

Lawrence Street Study Community Meeting



 
Frank Murphy

Acting Director

July 20, 2016

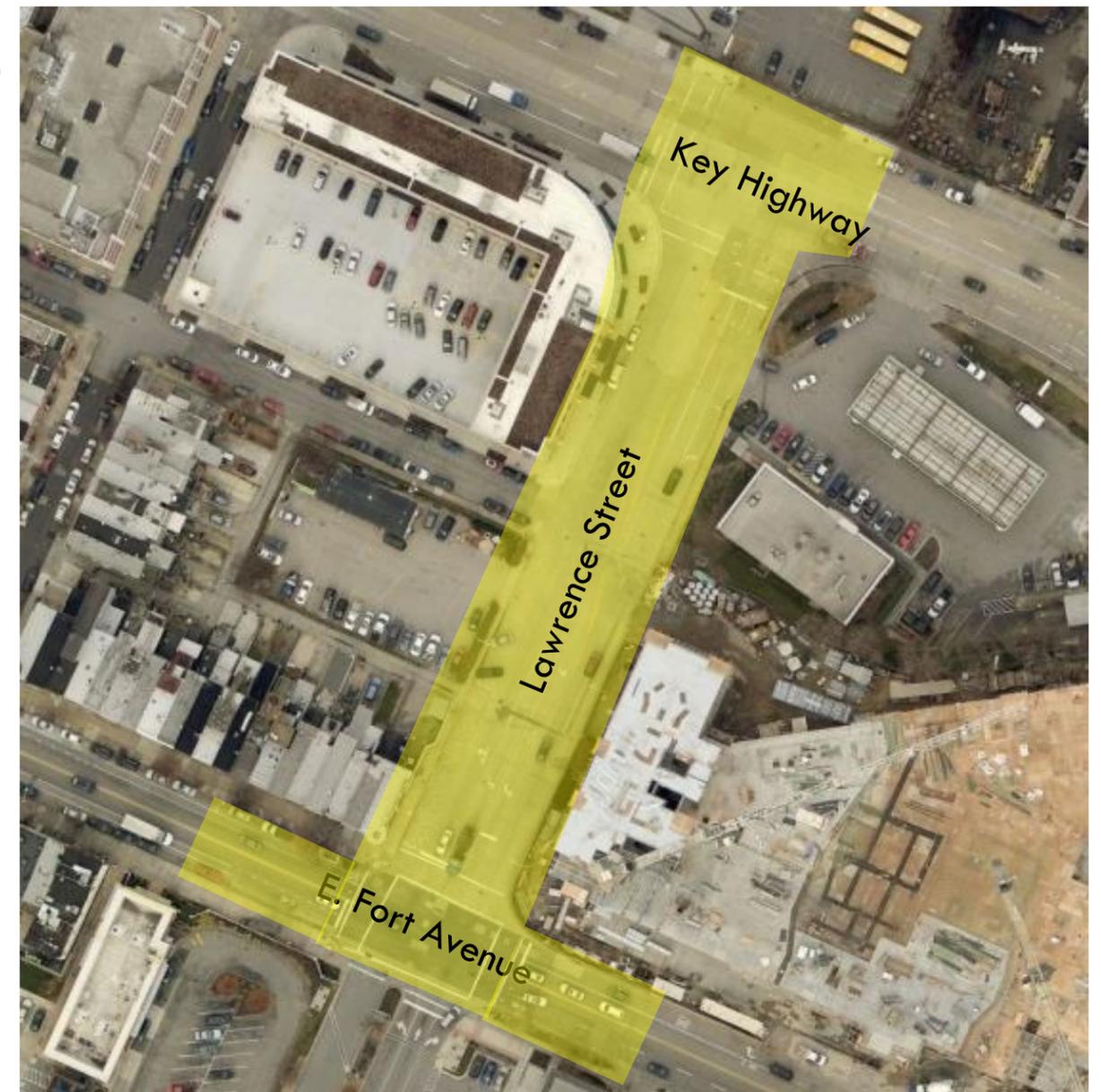
*To help grow Baltimore by 10,000 families in 10 years,
we provide a safe and sustainable multi-modal transportation system.*

Agenda

- ☞ Study Area & Purpose
- ☞ Issues and Goals Shared by Community
- ☞ Improvement Options: Lawrence Street, Key Highway, and E. Fort Avenue
- ☞ Discussion
- ☞ Next Steps

Study Area

- ☞ Lawrence Street from E. Fort Avenue to Key Highway
- ☞ ~587 feet in length
- ☞ ~ 75 feet in width
- ☞ Baltimore City local truck Route



Purpose of Study

- ∞ Set a standard for streetscape for developments to follow and implement
- ∞ Lawrence Street continues to meet existing and new multi modal needs
- ∞ Develop concept options



Source: BCDOT Planning Image taken in Field



Source:Flickrriver.com



Source:<http://mta.maryland.gov/>



Source:ctvnews.ca

Issues & Goals Shared by Community

☞ Safety Concerns:

- Cars using dedicated right lane to go through Fort Avenue Intersection
- Cars turning right from Fort to Lawrence
- Adjust crossing times for pedestrians

☞ Other Concerns:

- Boyle being used as a cut through street & is too narrow serve as two way.
- Need better signage
- Speeding- “your speed sign”

☞ Goals:

- Prioritize safety, bikes, and pedestrians
- Streetscape that supports more bicycling, walking, and other multimodal needs.

Options

☞ Lawrence Street Concept 1

☞ Lawrence Street Concept 2

☞ Lawrence Street Concept 3

Lawrence Street : Option #1



KEY HIGHWAY

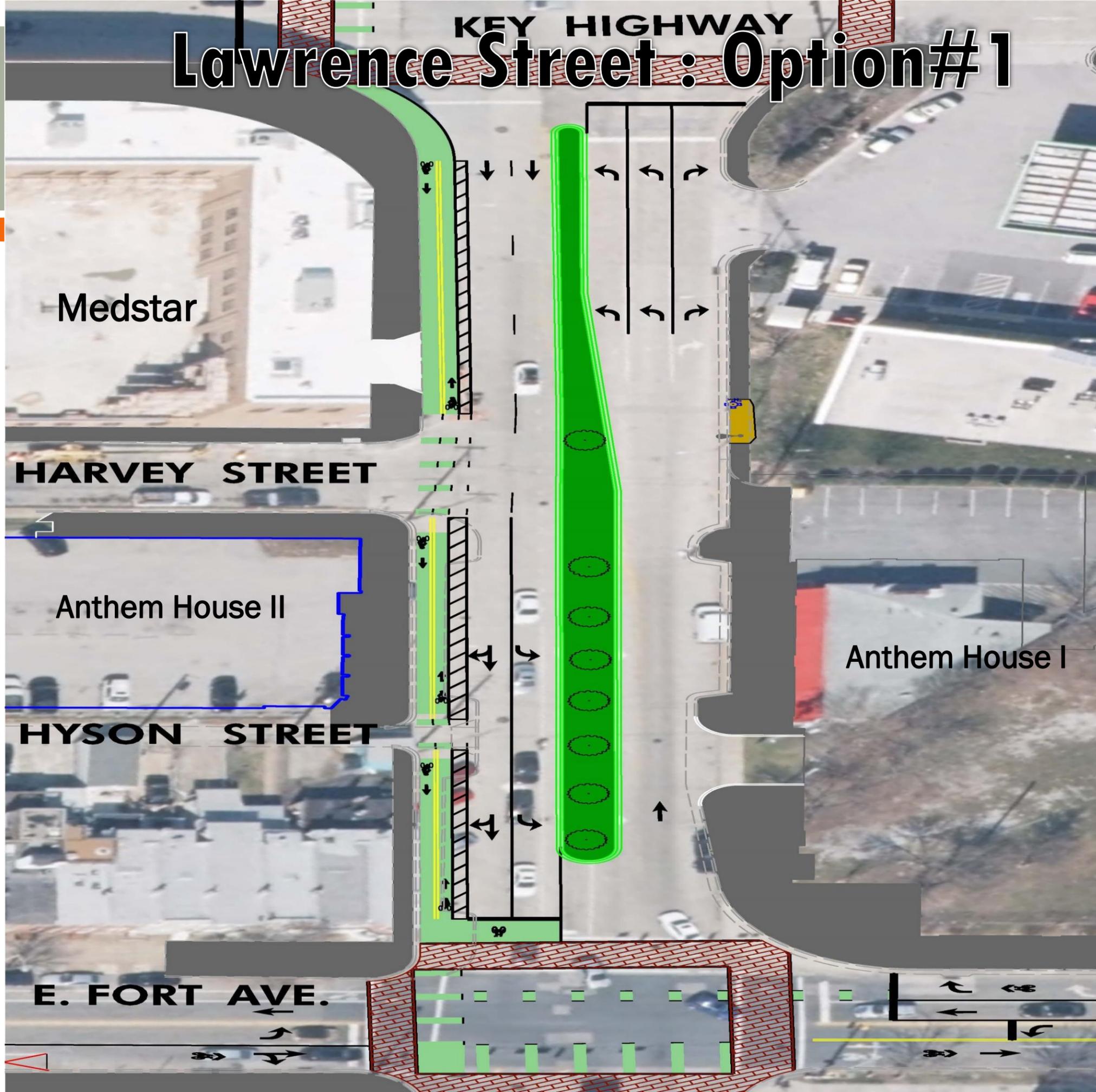
HARVEY STREET

HYSON STREET

BOYLE STREET

E. FORT AVENUE

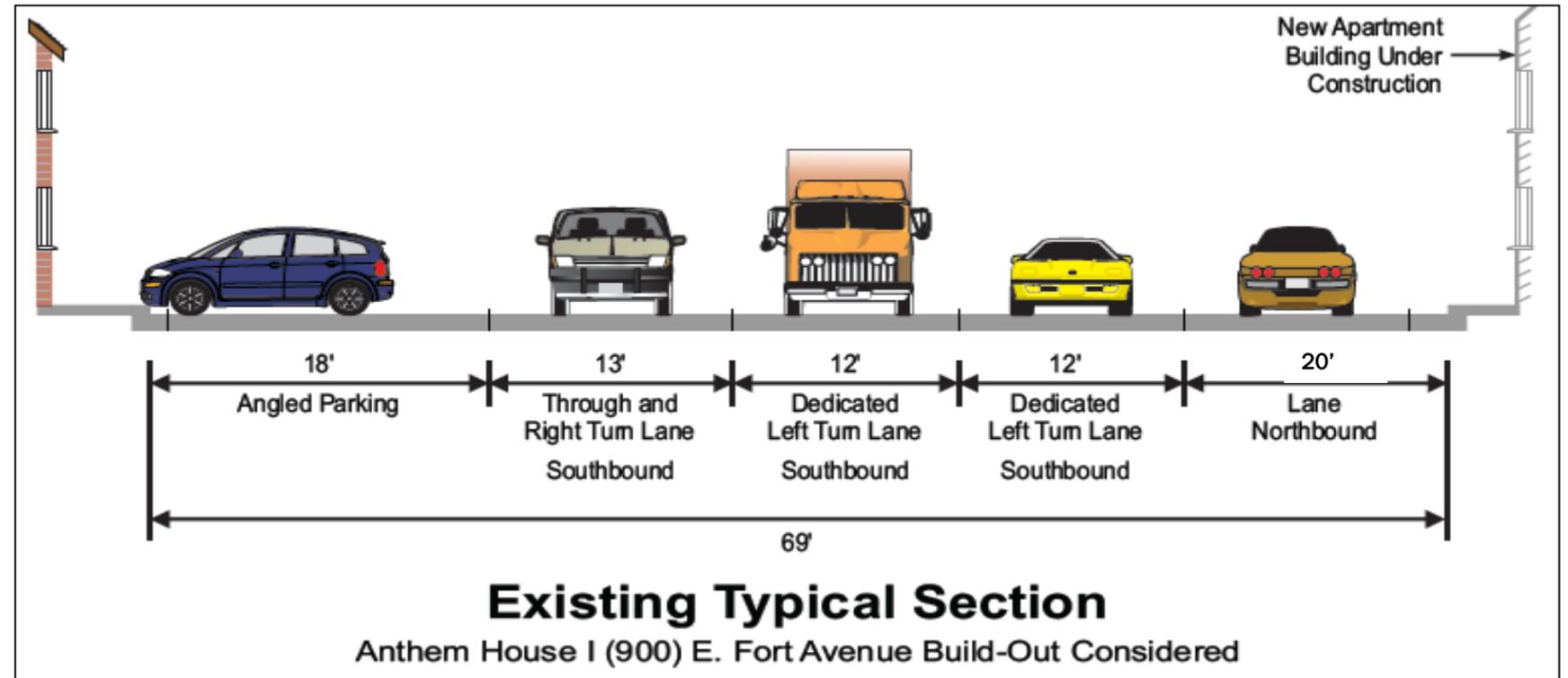
Lawrence Street : Option#1



Lawrence Street : Option#1

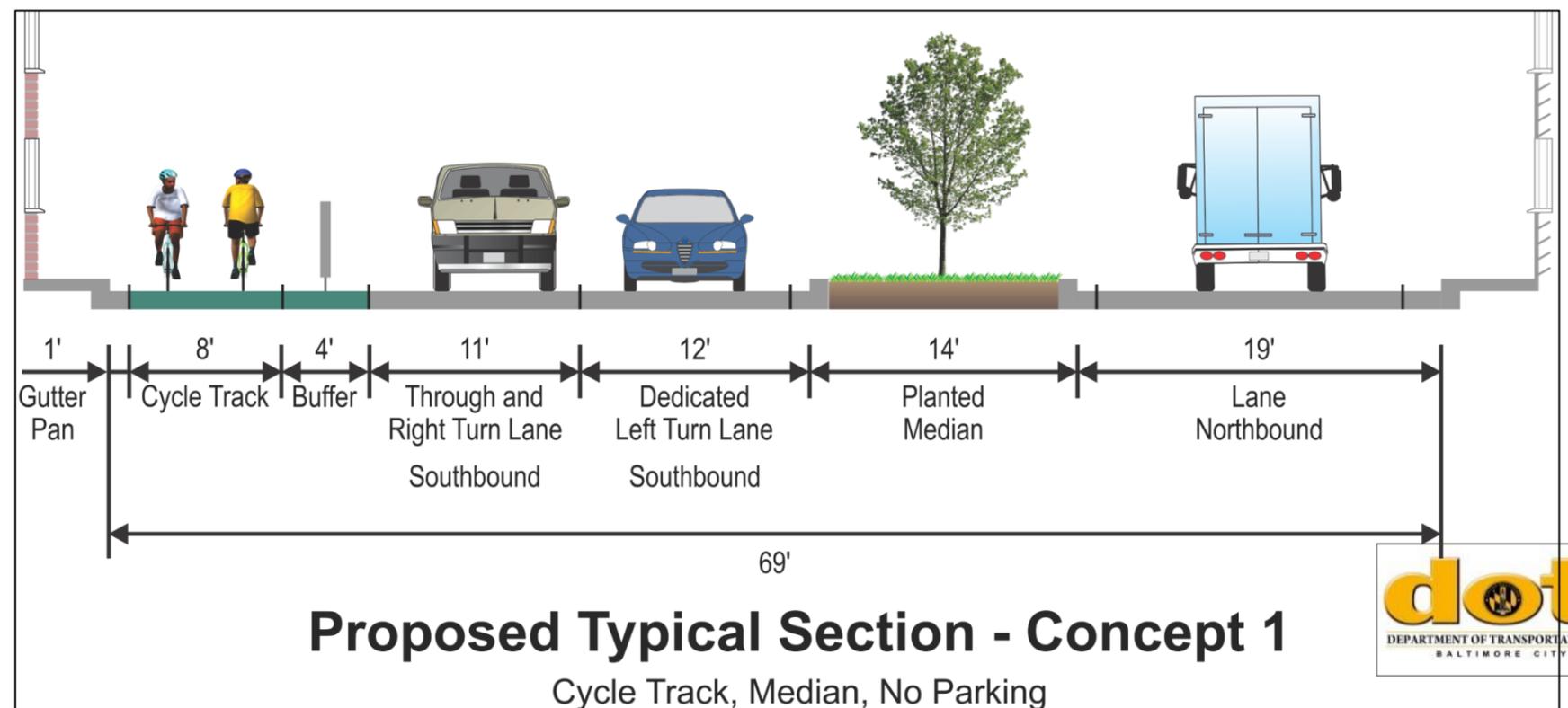
Existing Lawrence Street:

- One northbound lane and Three Southbound lanes with angled parking



Proposed Lawrence Street:

- Cycle Track with buffer
- No Parking
- Planted Median
- Two Southbound Lanes
- One Northbound Lanes



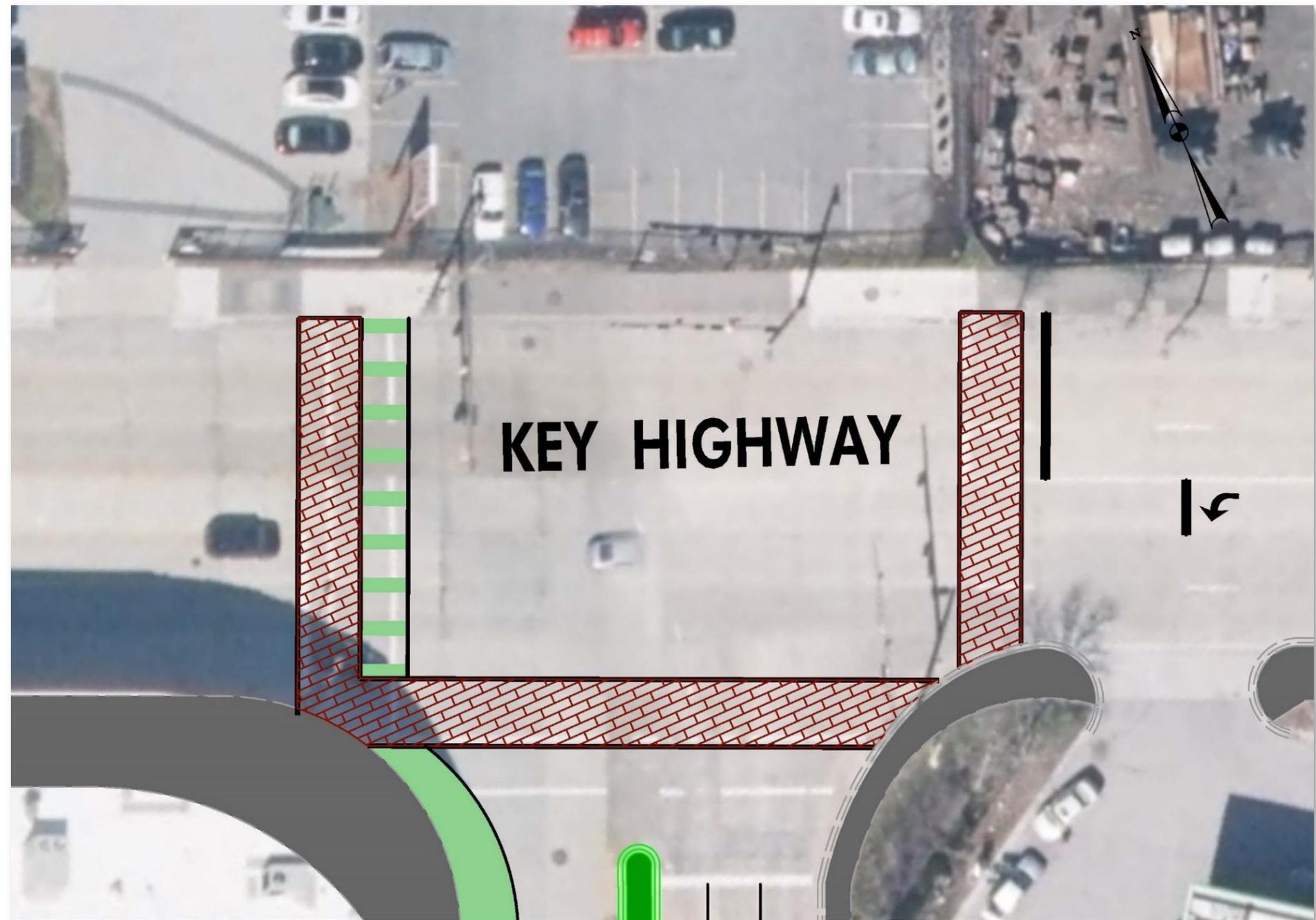
Key Highway & Lawrence Street

Issue:

- ⌘ Pedestrian Safety & Pedestrian Crossing Time

Solution:

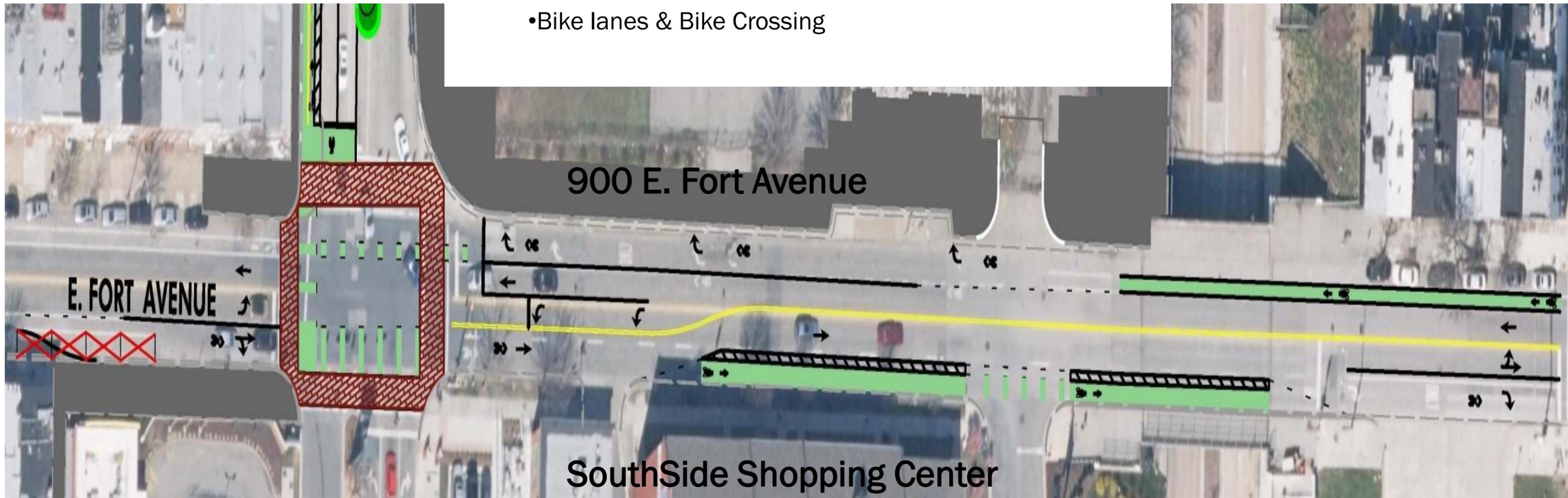
- ⌘ Enhanced Decorative crosswalks at the intersection of Lawrence Street and Key Highway
- ⌘ Adjust crossing times for pedestrians



Issue	Solution
Backups on E. Fort Avenue from vehicles turning left onto Lawrence Street & turning right into shopping center	<ul style="list-style-type: none"> • Dedicated left turn lanes from Fort Avenue to Lawrence Street • Dedicated through and right turn lane
Community safety concern with cars using dedicated right lane on E. Fort Ave headed West to maneuver around left turning vehicles	<ul style="list-style-type: none"> • Dedicated left turn lane into Southside Shopping Center • Dedicated westbound through lane • Dedicated right lane onto Lawrence Street

Notes:

- Move bus stop & remove four parking spaces
- Closer access to pedestrian access to shopping
- Enhanced Decorative crosswalks
- Bike lanes & Bike Crossing





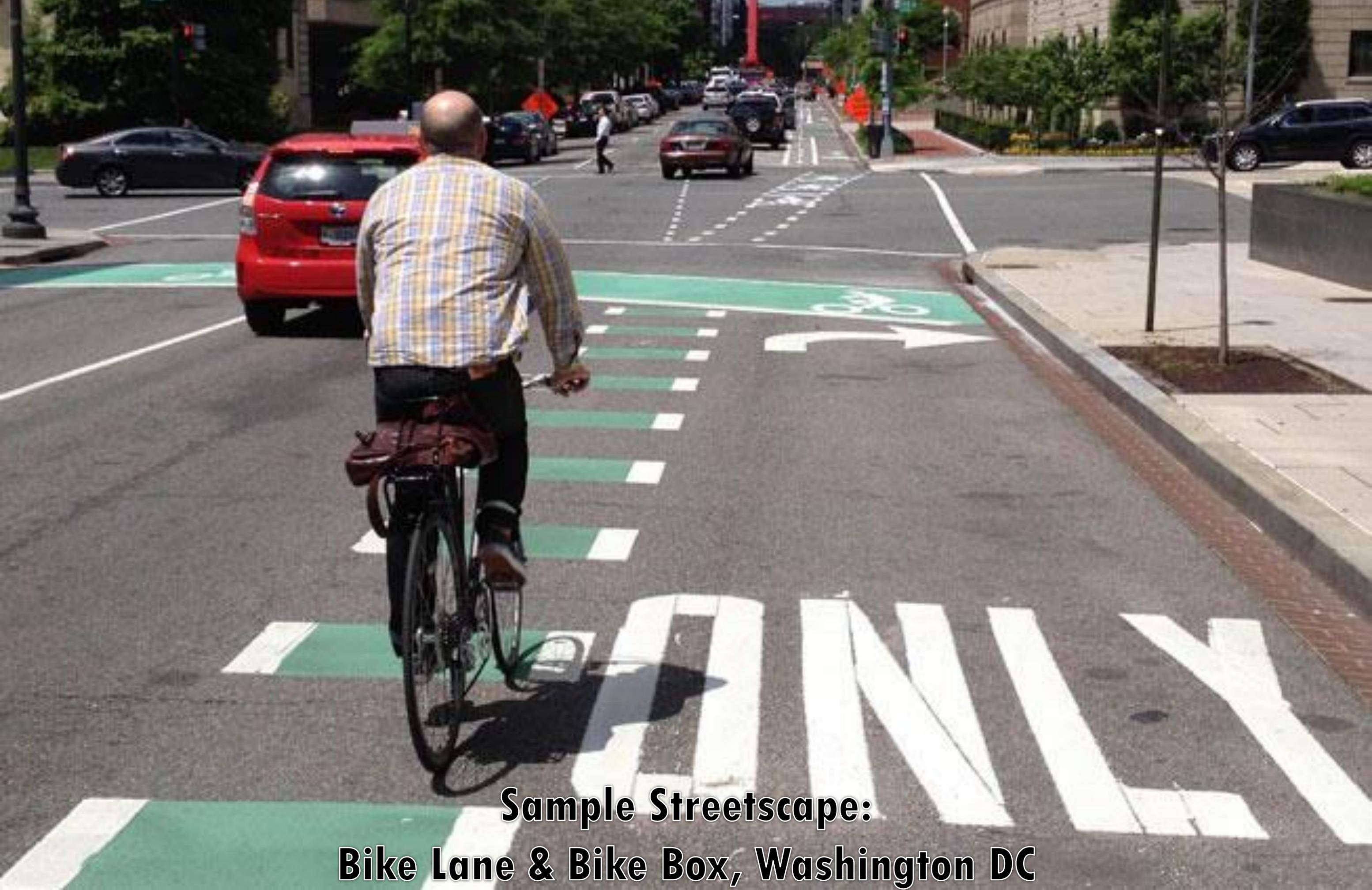
**Sample Streetscape:
Decorative¹² Crosswalk, Charles Street, Baltimore**



**Sample Streetscape:
Bike Skip Pavement¹² Marking & Digital Speed Sign, Roland Park, Baltimore**



**Sample Streetscape:
Two- Way Cycle Track, Arlington VA**



**Sample Streetscape:
Bike Lane & Bike Box, Washington DC**



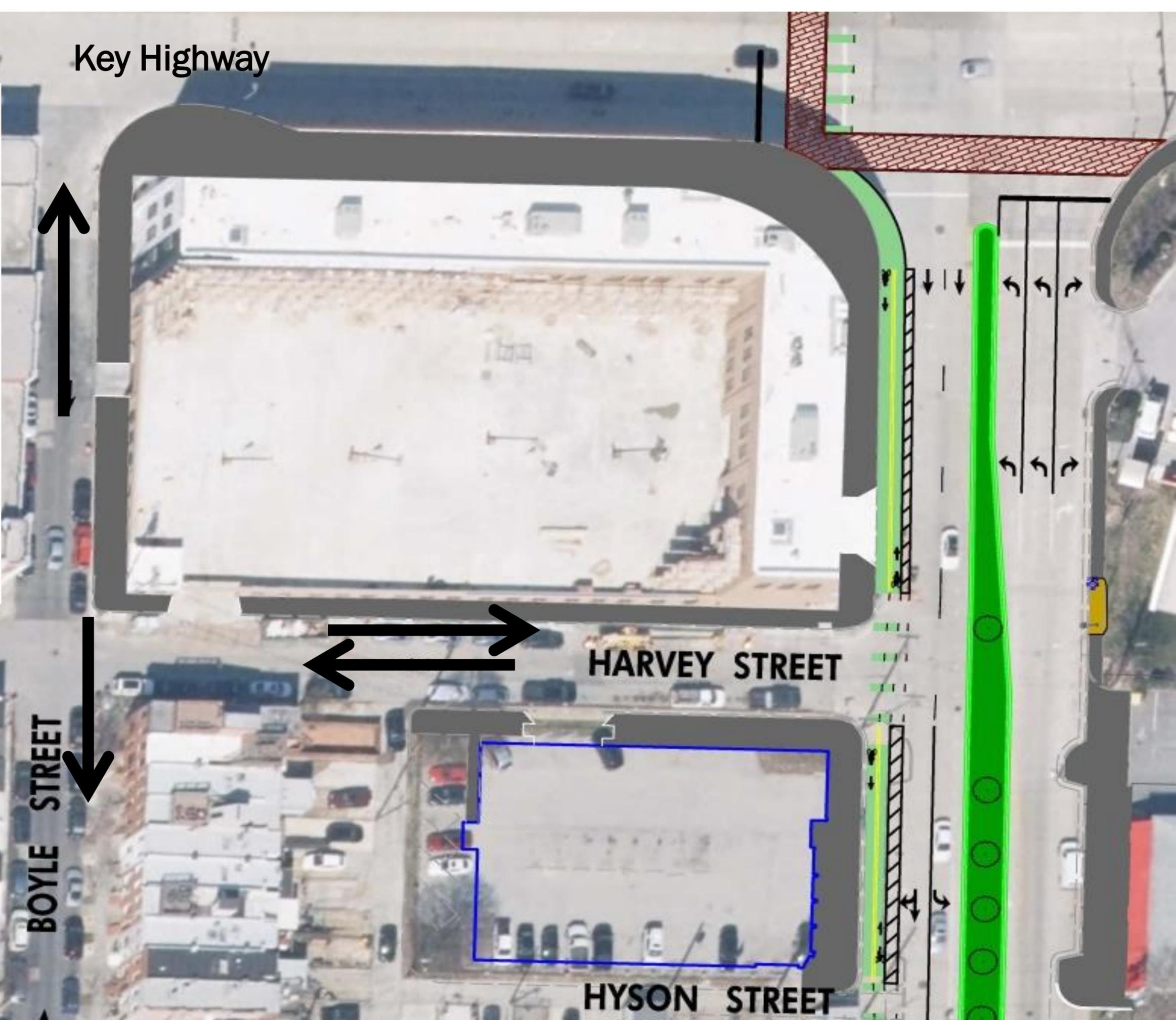
**Sample Streetscape:
LED STREET SIGNS**

Issue	Solution
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Community had issue with Boyle Street being used as a cut through street to avoid Lawrence Street	Change south end of Boyle Street One Way SouthBound
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Community safety concerns with Boyle Street being a two way street because of narrowness	Convert north end of Boyle One way Northbound
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Note: With planted median Harvey would be a Two Way Yield Street



Lawrence Street : Option #2



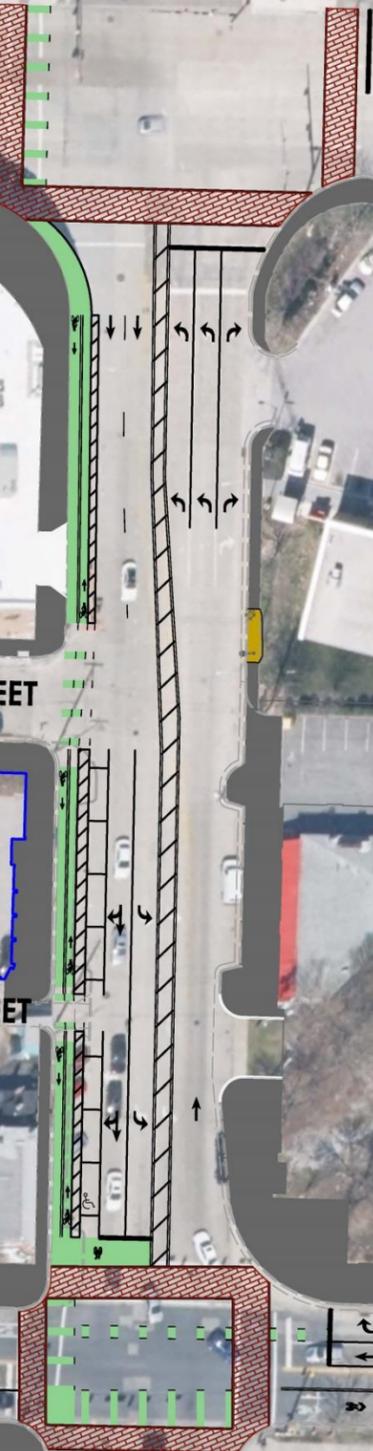
KEY HIGHWAY

BOYLE STREET

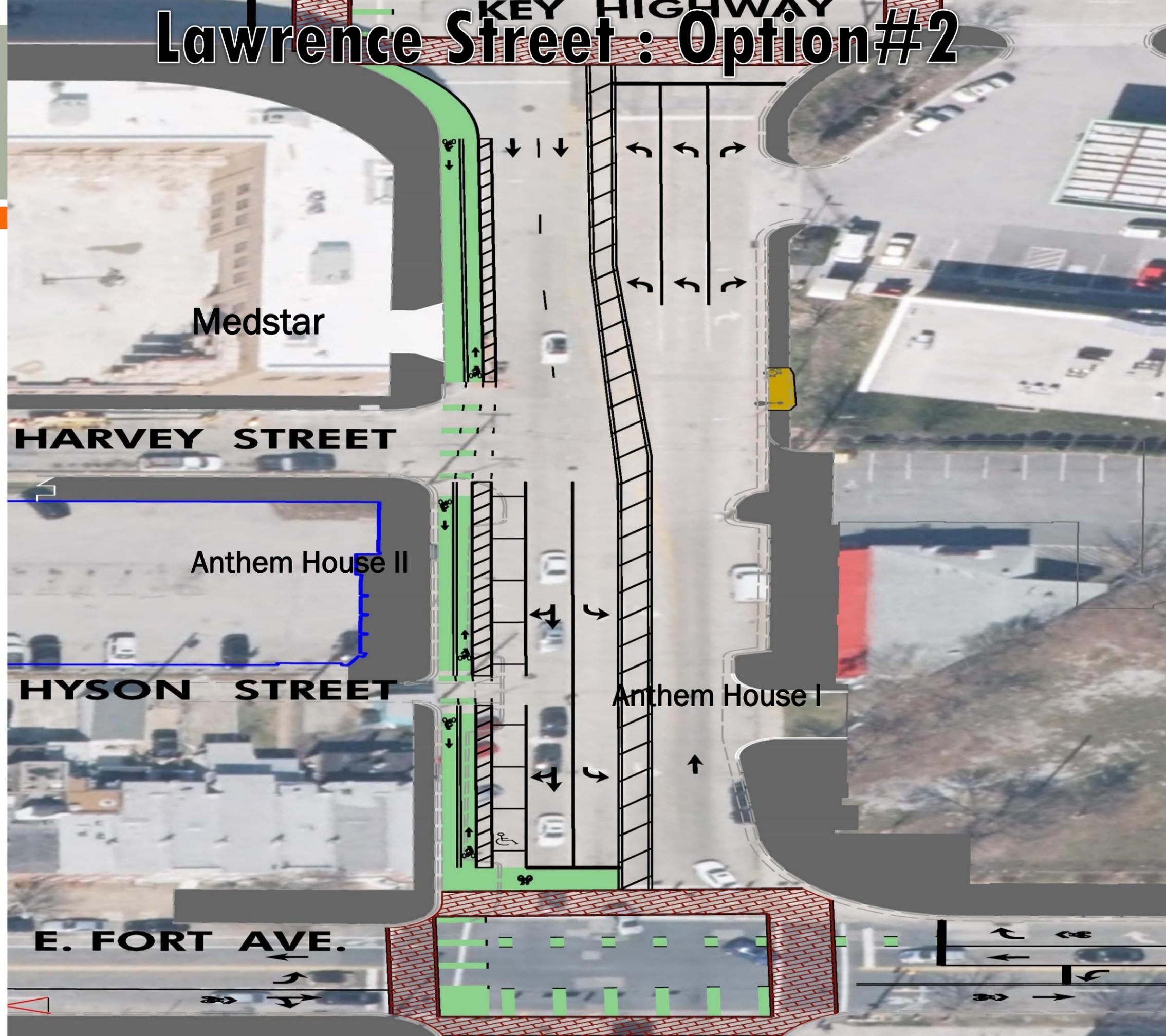
HARVEY STREET

HYSON STREET

E. FORT AVENUE



KEY HIGHWAY Lawrence Street : Option #2



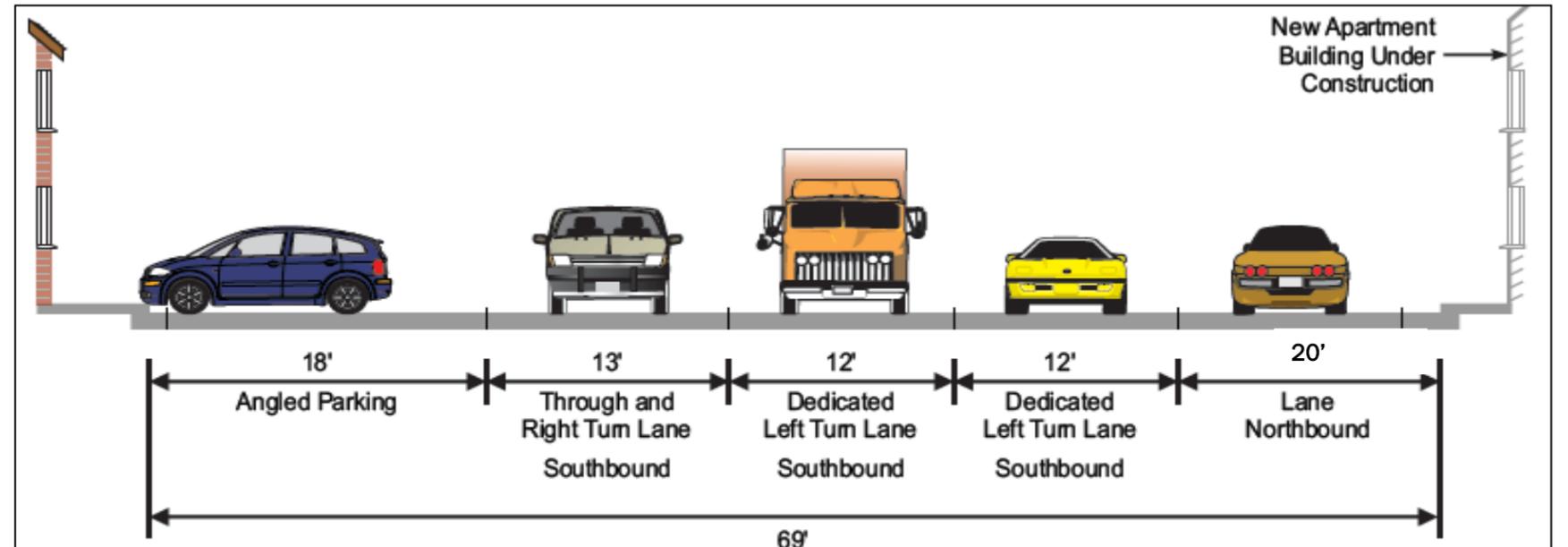
Lawrence Street : Option # 2

Existing Lawrence Street:

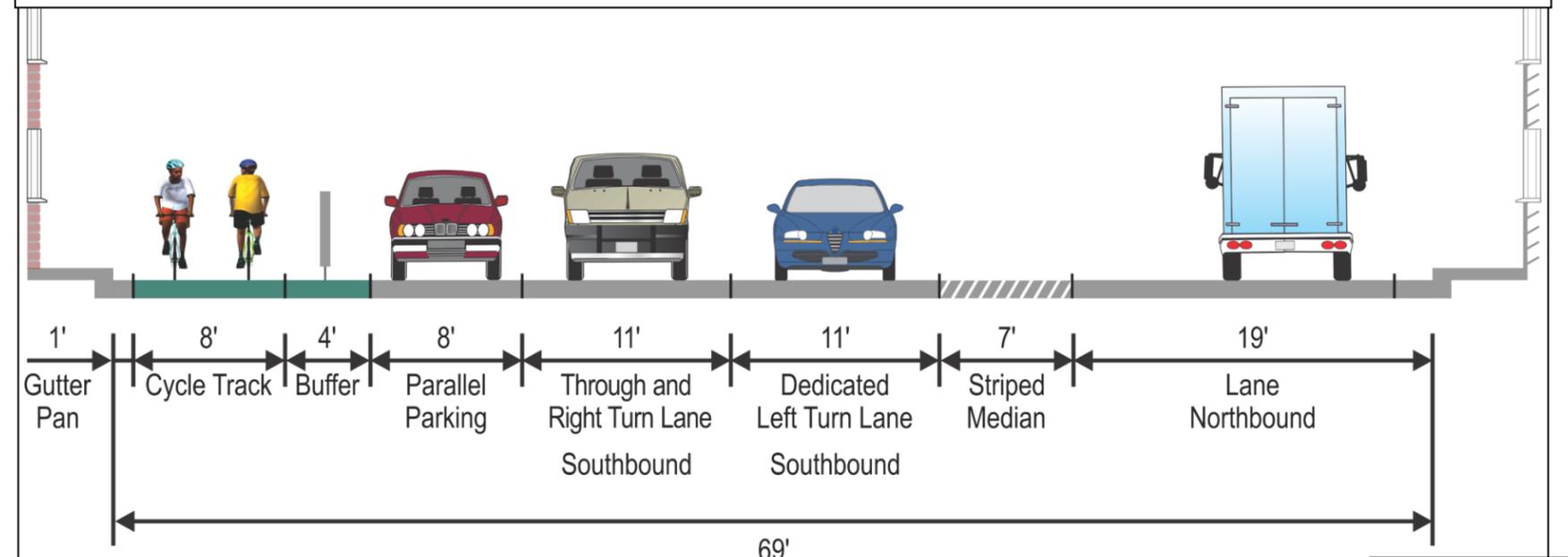
- One northbound lane and Three Southbound lanes with angled parking

Proposed Lawrence Street:

- Cycle Track with buffer
- Parallel Parking Space
- Striped Median
- Two Southbound Lanes
- One Northbound Lanes



Existing Typical Section
Anthem House I (900) E. Fort Avenue Build-Out Considered

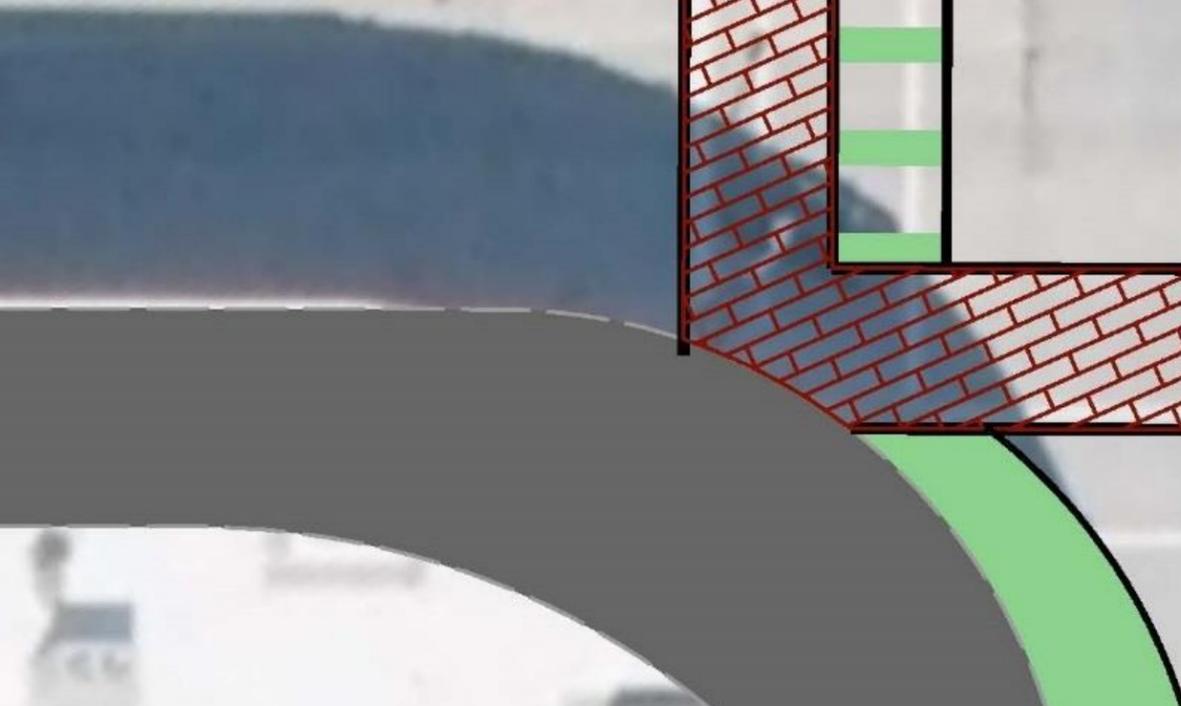
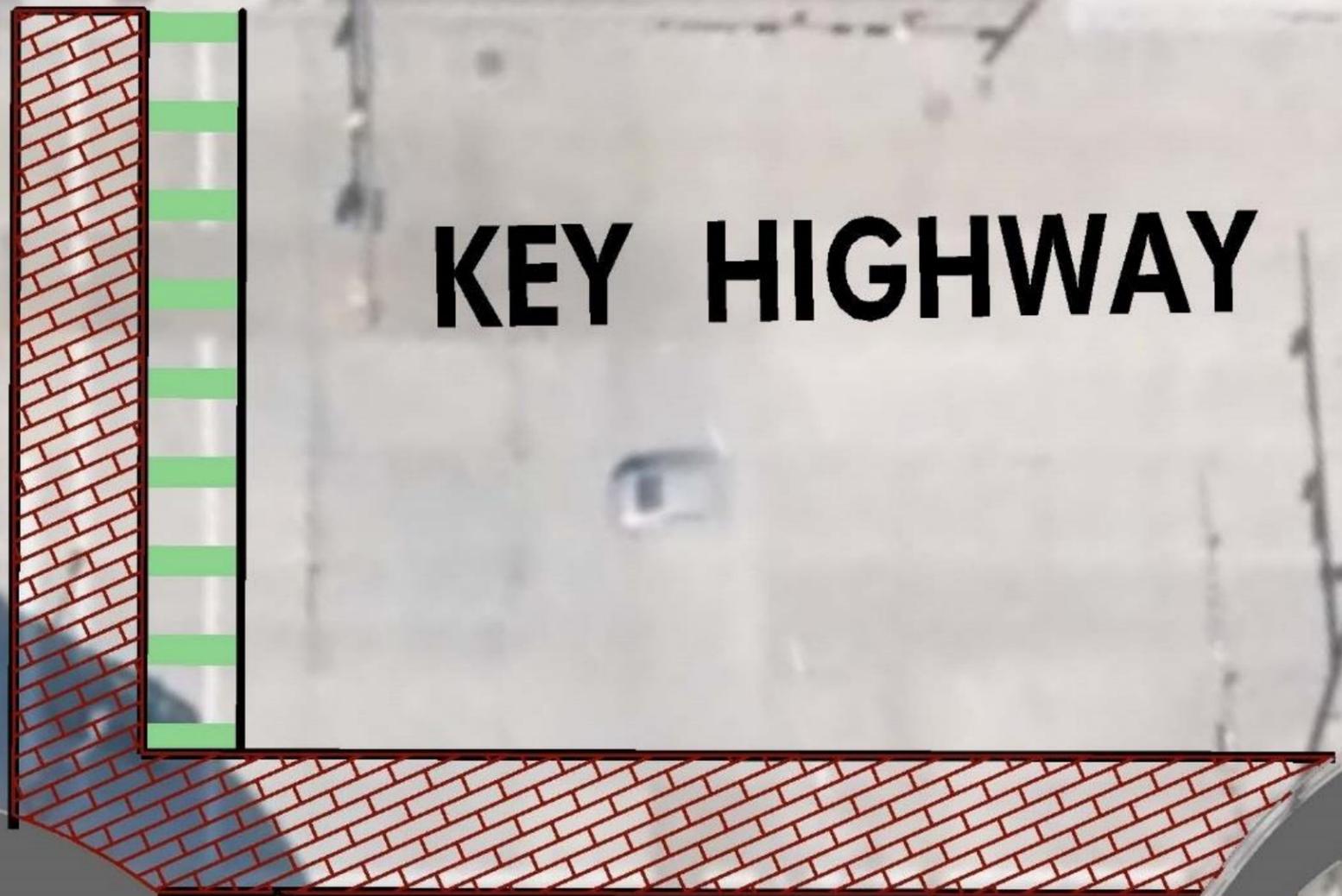


Proposed Typical Section - Concept 2
Cycle Track and Parallel Parking, Striped Median

Same as Option #1



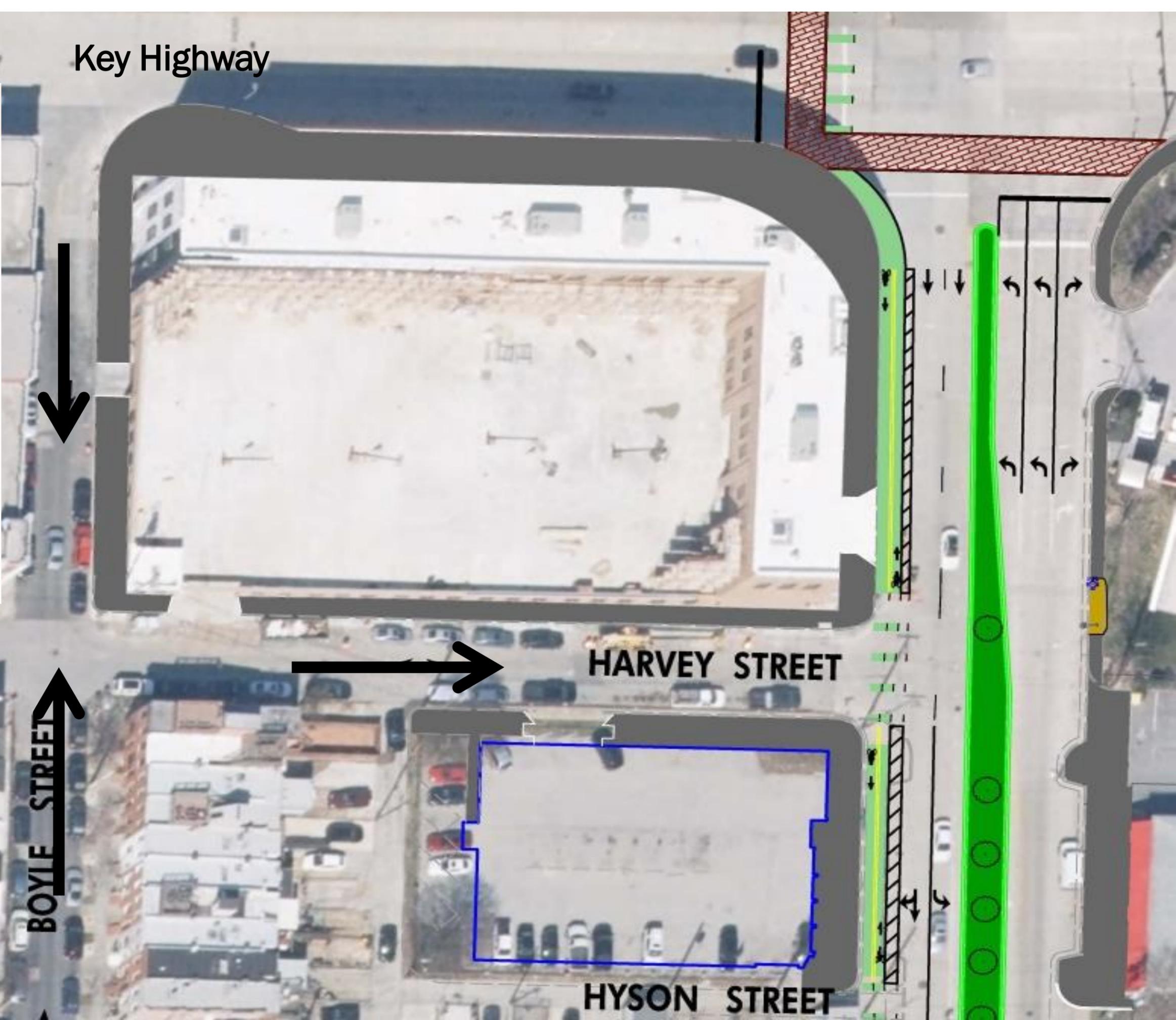
KEY HIGHWAY



Same as Option #1



Issue	Solution
Community had issue with Boyle Street being used as a cut through street to avoid Lawrence Street	Keep south end of Boyle Street One Way SouthBound
Community safety concerns with Boyle Street being a two way street because of narrowness	Convert north end of Boyle One way Northbound



Lawrence Street : Option#3



KEY HIGHWAY

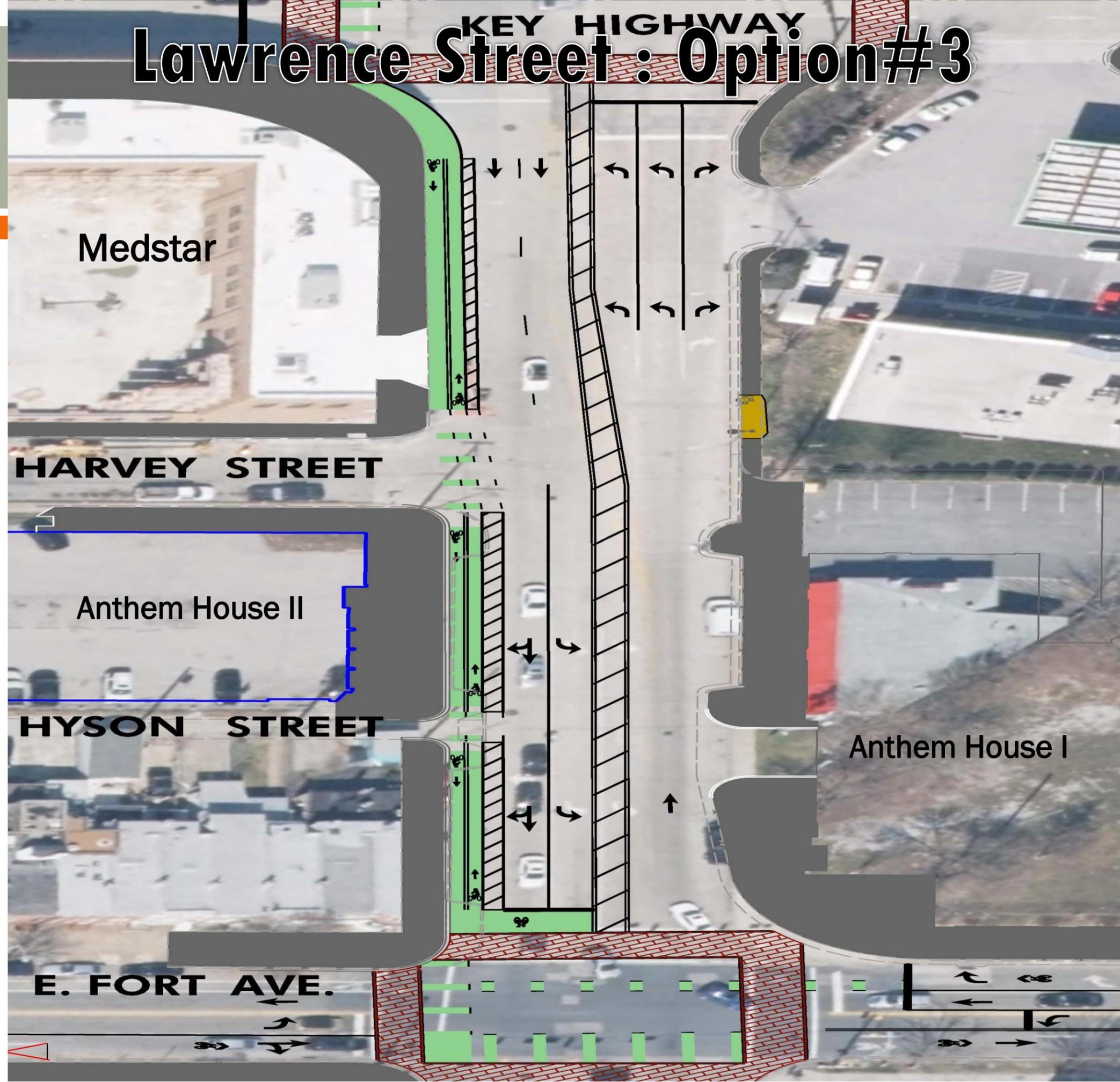
BOYLE STREET

HARVEY STREET

HYSON STREET

E. FORT AVENUE

Lawrence Street : Option #3



Medstar

HARVEY STREET

Anthem House II

HYSON STREET

Anthem House I

E. FORT AVE.

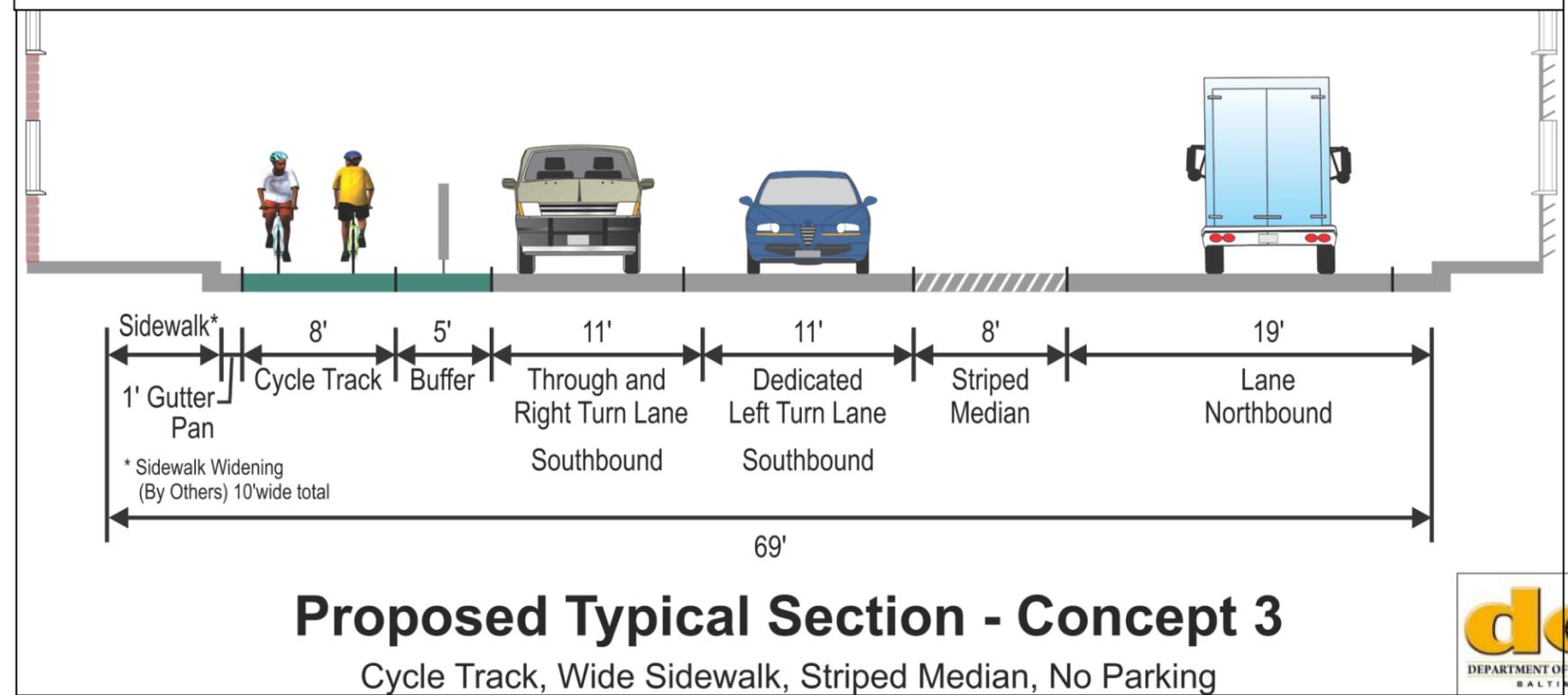
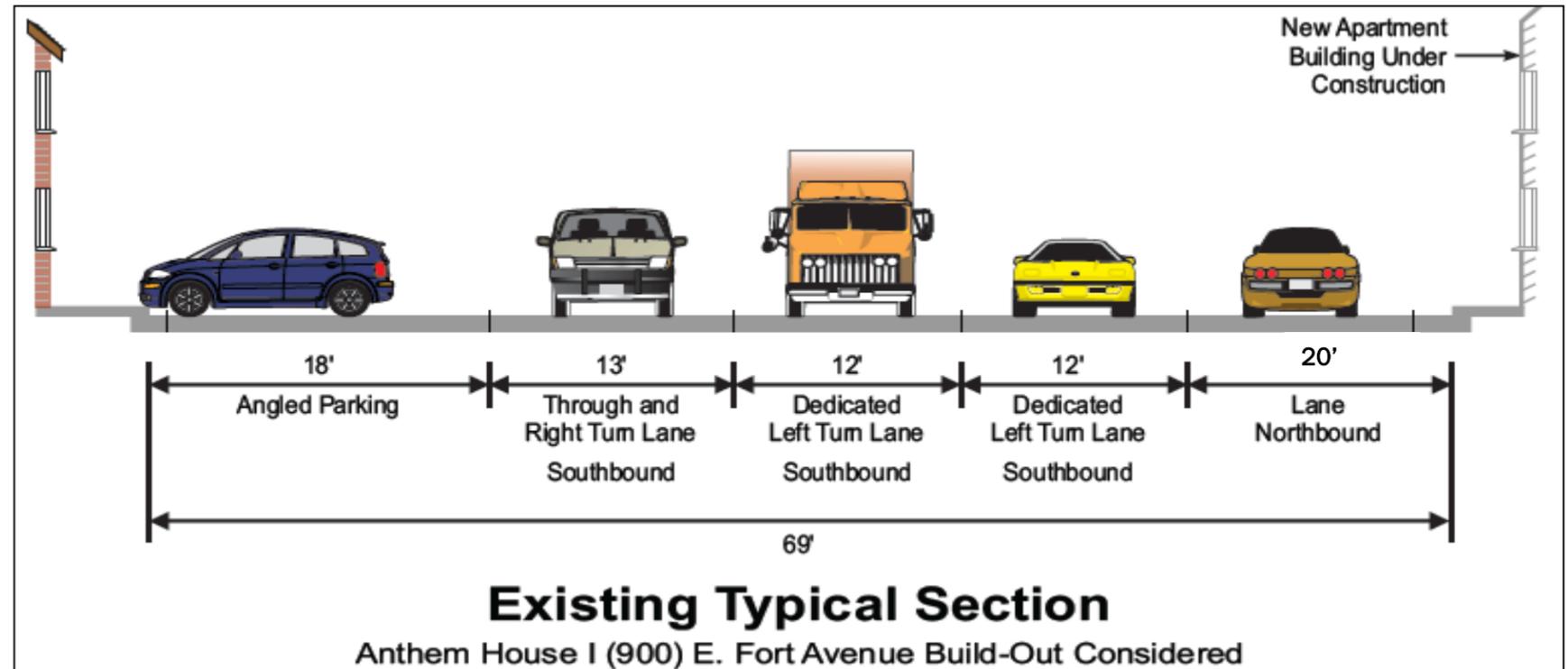
Lawrence Street : Option# 3

Existing Lawrence Street:

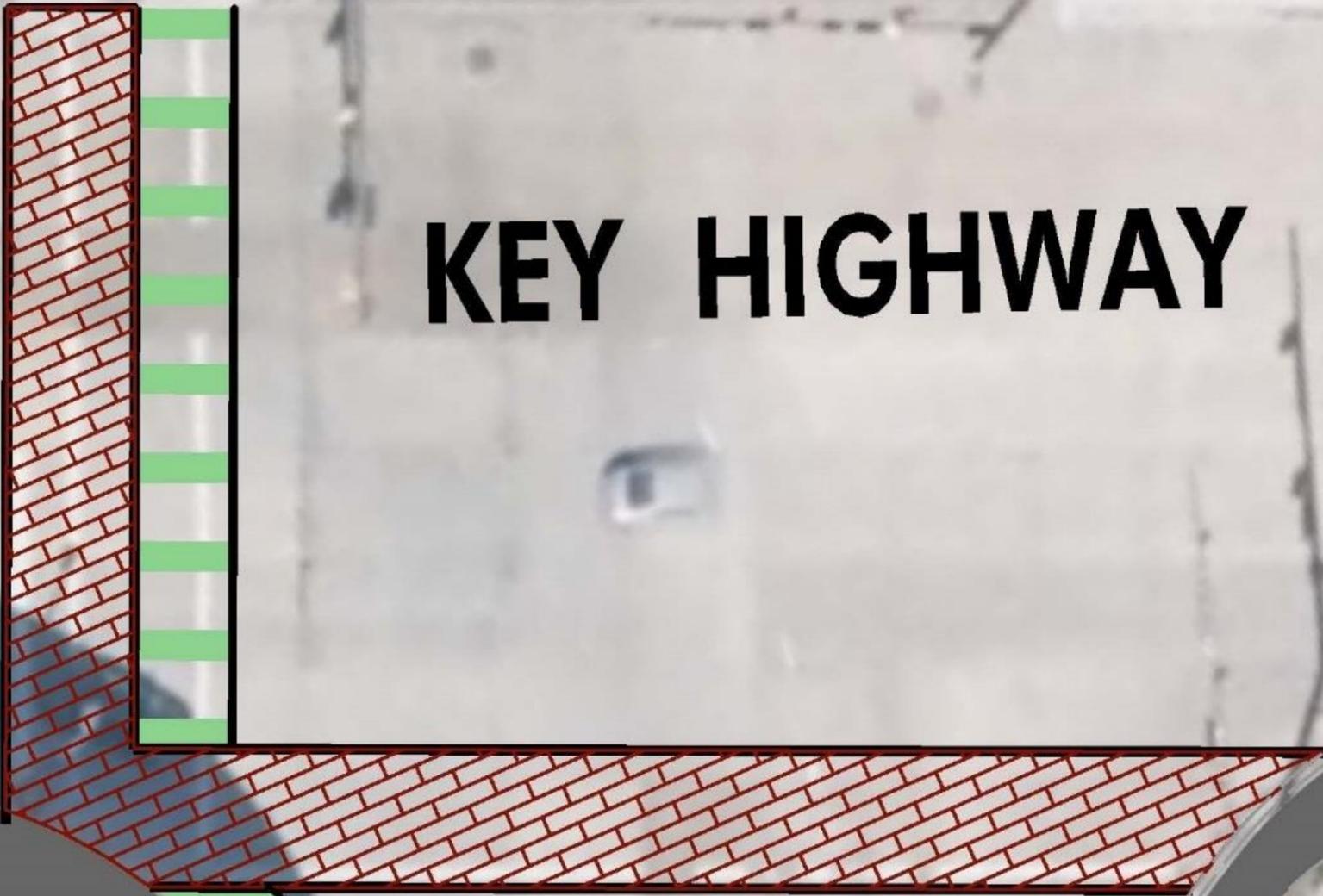
- One northbound lane and Three Southbound lanes with angled parking

Proposed Lawrence Street:

- Widen Sidewalk (Westside)
- Cycle Track with buffer
- No Parking
- Striped Median
- Two Southbound Lanes
- One Northbound Lanes



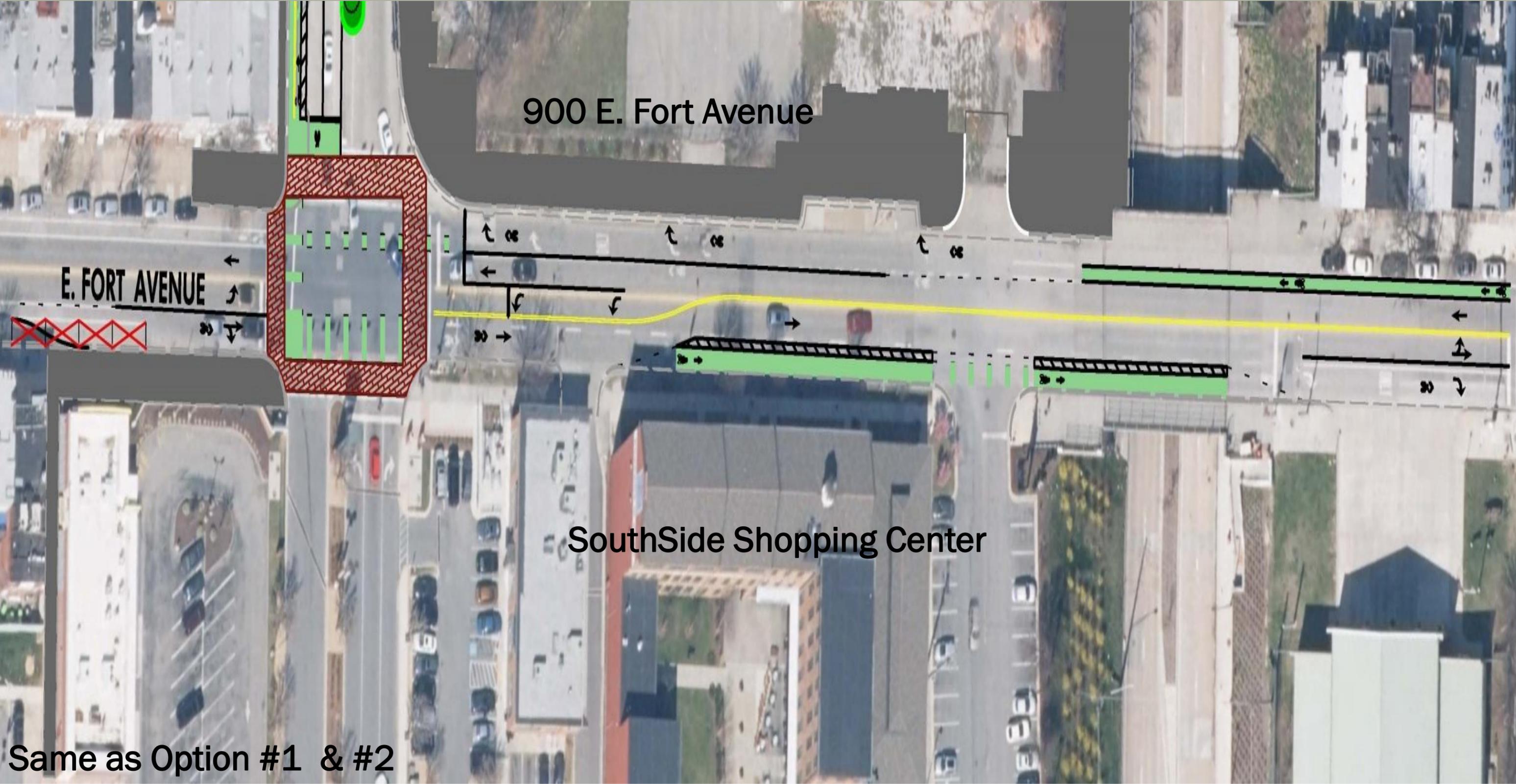
Same as Option #1 & #2



KEY HIGHWAY

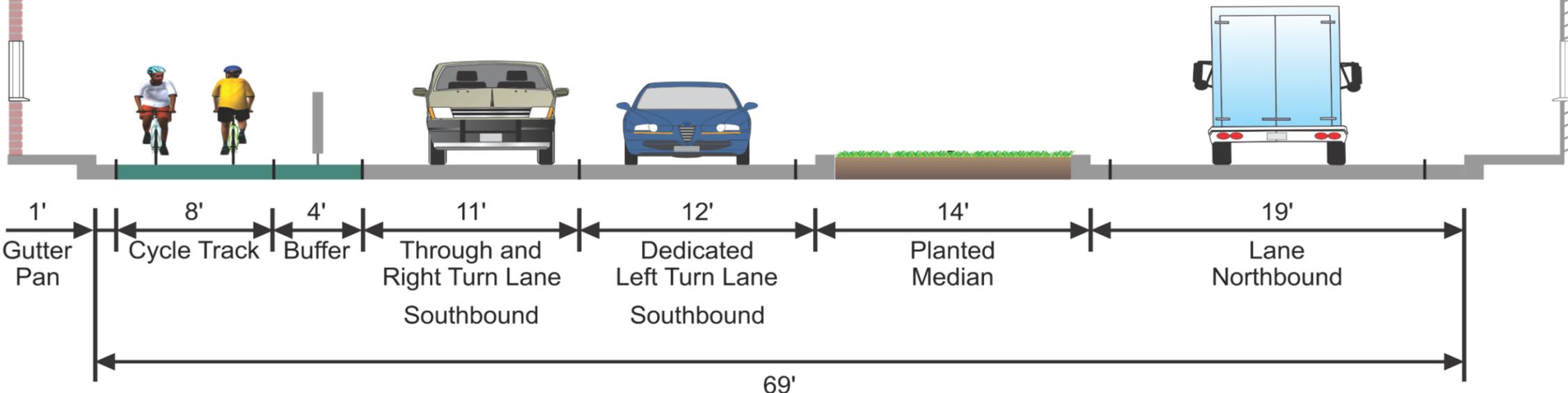


Same as Option #1 & #2

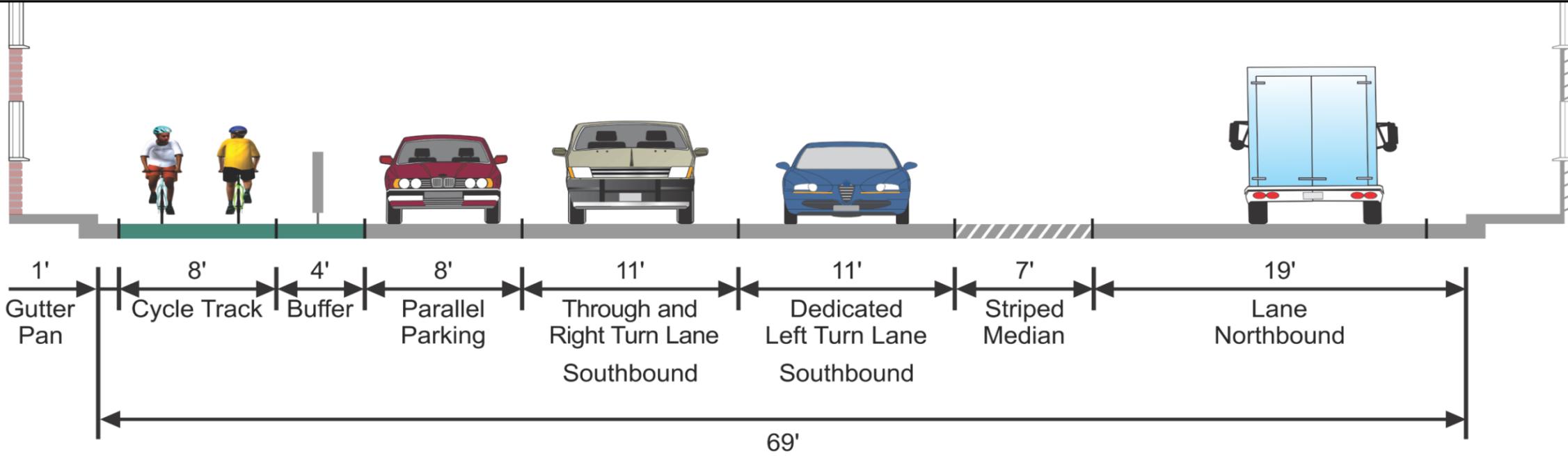


Same as Option #1 & #2

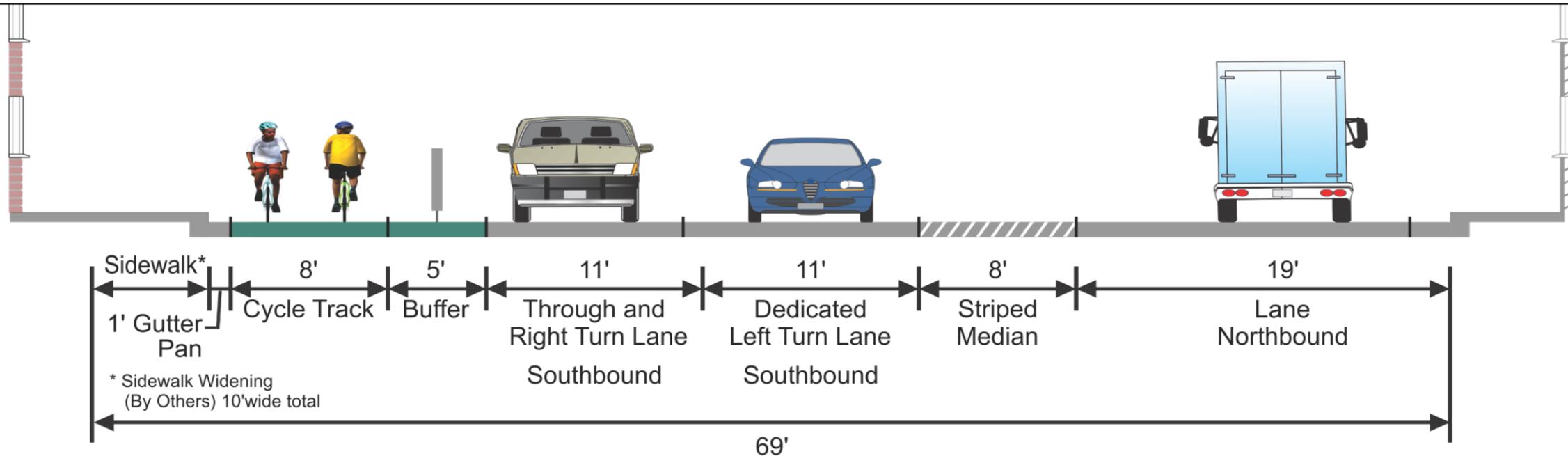
Lawrence Street Options



Option #1- Cycle Track, Planted Median, No Parking



Option #2: Cycle Track, Striped Median, Parallel Parking



Option #3: Cycle Track, Wide Sidewalk, Striped Median, No Parking

Next steps include:

- ∞ Community Advisory Panel Meeting
- ∞ Finalize Concept
 - 30 Day Comment Period on Technical Memo

Thank You!

Please contact Gladys Hurwitz, City Planner at the
Department of Transportation

Gladys.Hurwitz@BaltimoreCity.gov or call 410-396-6856